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## REMARKS

Applicant has cancelled claims 10 to 18 to facilitate prosecution, and claims 3 and 4 are cancelled as redundant in view of the amendments to claim 1. Therefore, the examiner's objection to the drawings under 37 CFR 1.83(a) is moot. Claim 1 is amended to refer to the lever being moved by an individual (paragraph 19 of the description), movement of the helicopter on the rear wheels of the skids (paragraph 20 and Fig. 5), and to add limitations from claims 3 and 4.

New claims 19 and 20 are added that refer to limitations found in claims 8 and 9. Claims 8 and 9 are in a series of dependent claims, and claim 19 refers directly to claim 1. The particular feature of claim 19 seems to have been overlooked by the examiner, as discussed below in relation to claim 8.

**Claims 5 to 9 are rejected under 35 USC 112, second paragraph as being indefinite for failing to particularly point out and distinctly claim the subject matter which applicant regards as the invention.** Applicant amended claims 5 and 9 to change the term "lever arm" to "lever" to provide an antecedent basis within the claims.

**Claim 1 is rejected under 35 USC 102(b) as being anticipated by Knowles.** Applicant respectfully traverses this rejection. Knowles does not show helicopter skid connectors and does not attach to the skids of a helicopter. As stated in col. 6, lines 58 to 63, "The support members 62 and 64 are adjusted to be positioned upon the parallel beams 58 in such a manner that they will engage with the lifting points on the crosstubes 116 of the helicopter 114, struts or other suitable location on the underside of the helicopter 114". Since Knowles does not teach each and every feature of the claim, it cannot anticipate Claim 1. This rejection should be withdrawn.

**Claims 1-4, 10, 13 and 18 are rejected under 35 USC 102(b) as being anticipated by Maxwell.** Applicant respectfully traverses this rejection. Maxwell does not teach a lever combined with a helicopter skid connector for attaching to different ones of the skids of a

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helicopter, as set out in currently amended Claim 1. Since Maxwell does not teach each and every feature of the claim, it cannot anticipate Claim 1. Claims 3, 4, 10, 13 and 18 have been cancelled. Since the remaining noted claims depend from the currently amended claims, they are also not anticipated by Maxwell.

**Claims 1-5, 10, 11, 13, 14 and 18 are rejected under 35 USC 102(b) as being anticipated by White.** Applicant respectfully traverses this rejection. White does not teach a device suitable for use by an individual to move a helicopter on the rear wheels of the helicopter. Since White does not teach each and every feature of the claim, it cannot anticipate Claim 1. Claims 3, 4, 10, 11, 13, 14 and 18 have been cancelled. Since the remaining noted claims depend from the currently amended claims, they are also not anticipated by White.

**Claims 6, 7, and 12 are rejected under 35 USC 103(a) as being unpatentable over White in view of Knowles.** Applicant respectfully traverses this rejection. For the reasons noted above, White does not show the basic claimed helicopter device in currently amended Claim 1. Therefore, modifying the White device by providing it with a drive motor still does not yield the applicant's invention, nor does it make it obvious. Making the helicopter moving device self-driven does not teach or suggest the change from White's approach to the individually operated lever approach claimed by the applicant. This rejection should be withdrawn. Claim 12 is cancelled.

**Claims 1-6, 10-13 and 15-18 are rejected under 35 USC 103(a) as being unpatentable over McRae in view of Brutger.** Applicant respectfully traverses this rejection. There is nothing in McRae to suggest its applicability for a helicopter. Furthermore, Brutger does not teach or suggest the modification to the apparatus claimed by McRae to make it suitable for use with a helicopter. Brutger teaches rotating the helicopter onto the back portion of its skids by pushing down on the tail of the helicopter or pushing up on the nose, and then clamping the dolly to the front portion of the skids while they are in the air. The helicopter is then towed. Brutger does not contemplate the use of a lever, the operation of which permits movement of the helicopter from one location to another. Combining McRae and Brutger does not yield the invention set out in currently amended claim 1 without changing the basic

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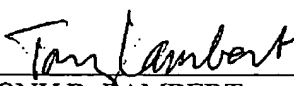
operation of Brutger. Since the examiner cannot point to a suggestion to modify McRae, the rejection should be set aside. Claims 3-4, 10-13 and 15-18 are cancelled. The remaining claims are dependent on allowable claims, and are therefore also allowable.

**Claims 7-9 and 14 are rejected under 35 USC 103(a) as being unpatentable over McRae in view of Brutger, as applied to claims 1 and 10, and further in view of Roach.** Applicant respectfully traverses this rejection. Since Claim 1 is are not obvious based on the combination of McRae and Brutger, dependent Claims 7-9 are also allowable. Claim 14 is cancelled.

The examiner also appears to have ignored an important limitation of claim 8. In claim 8, the lever rotates in the plane that contains both the lever and the support arm. That is, the pin is oriented perpendicularly to both the lever and the support arm. This is discussed at paragraph 12, last five lines, of the present description. By contrast, in Brutger, the lever arm 48 rotates about a pin that is oriented parallel to the axle 16. McCrae's handle 24 is rigid. Hence, the combination of the references does not yield the invention, and none of the references suggests pivoting the lever arm in this fashion. The rejection of claim 8 should therefore be withdrawn.

Applicant respectfully submits that the claims are in condition for allowance, which is respectfully requested.

Respectfully submitted and signed on Oct-6/05.

  
ANTHONY R. LAMBERT  
Registration No. 32,813  
Customer no. 020212  
Telephone: (780) 448-7326  
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